

Bethesda Bikeway and Pedestrian Facilities -- No. 500119

Category
Agency
Planning Area
Relocation Impact

Transportation
Public Works & Transportation
Bethesda-Chevy Chase
None.

Date Last Modified
Required Adequate Public Facility

January 5, 2006
YES

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	1,218	240	215	763	456	307	0	0	0	0	0
Land	416	0	0	416	216	200	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	1,786	0	719	1,067	50	1,017	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	3,420	240	934	2,246	722	1,524	0	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	3,420	240	934	2,246	722	1,524	0	0	0	0	0
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ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

This project provides bikeway network improvements and pedestrian intersection improvements as specified in the Bethesda Central Business District (CBD) Sector Plan to complete the requirements of Stage I development.

Service Area

Bethesda Central Business District.

Capacity

These improvements provide capacity by adding bicycle and pedestrian routes.

JUSTIFICATION

The Bethesda CBD has little net remaining capacity for employment under the current Stage I development restrictions. It is desirable to get the Bethesda CBD into Stage II development to increase employment capacity. The Bethesda CBD Sector Plan of 1994 recommends that certain bikeway and pedestrian improvements be implemented (see Table 5.2 of the Sector Plan) to allow the area to go to Stage II development.

Plans and Studies

Bethesda Central Business District Sector Plan, July 1994.

A pedestrian impact analysis has been completed for this project.

Cost Change

Increase due to inflation.

STATUS

Task and Location-Proposed Construction Schedule:

- 1 Woodmont Avenue /Montgomery Lane bump-out installation completed Dec 2004 (FY05)
- 2 Bethesda Avenue/Woodmont Avenue intersection improvement Spring 2006 (FY06)
- 3 Norfolk Avenue (Rugby/Glenbrook Avenue-Woodmont Avenue) bump-out installation; bike facilities Spring 2006 (FY06)
- 4 Woodmont Avenue bike facilities Spring 2006 (FY06)
- 5 Wilson Lane bike facilities Summer 2007 (FY08)
- 6 Bethesda Avenue bike facilities Fall 2007 (FY08)
- 7 47th Ave. bike facilities Summer 2007 (FY08)
- 8 Willow Avenue bike facilities Summer 2007 (FY08)
- 9 Cheltenham/Sleaford bike facilities Fall 2007 (FY08)
- 10 Route H signing Fall 2007 (FY08)

OTHER

The scope of work was planned and coordinated with local communities, property owners, and the Bethesda Urban Partnership before cost estimates for final design and construction were developed. Costs could be further refined and amended once feasibility is determined during the design process. The Wisconsin Avenue and East West Highway pedestrian improvement has been constructed by a developer. The County will continue to pursue a signalized pedestrian crossing at Wisconsin Avenue and Middleton Lane.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY04	(\$000)
Initial Cost Estimate		3,366
First Cost Estimate		
Current Scope	FY01	3,340
Last FY's Cost Estimate		3,340
Present Cost Estimate		3,420
Appropriation Request	FY07	1,122
Appropriation Request Est.	FY08	1,124
Supplemental		
Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation		1,174
Expenditures/		
Encumbrances		282
Unencumbered Balance		892
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Bethesda Chevy Chase Regional Services Center (BCC)
Bethesda Urban Partnership
Montgomery Bicycle Action Group
Department of Public Works and Transportation,
Division of Operations
Maryland-National Capital Park and Planning
Commission
Maryland State Highway Administration
Bethesda CBD Streetscaping
Hard Surface Trail Design and Construction
Resurfacing Park Roads - Bridges
Maryland Mass Transit Administration
Washington Metropolitan Area Transit Authority

MAP

See Map on Next Page

